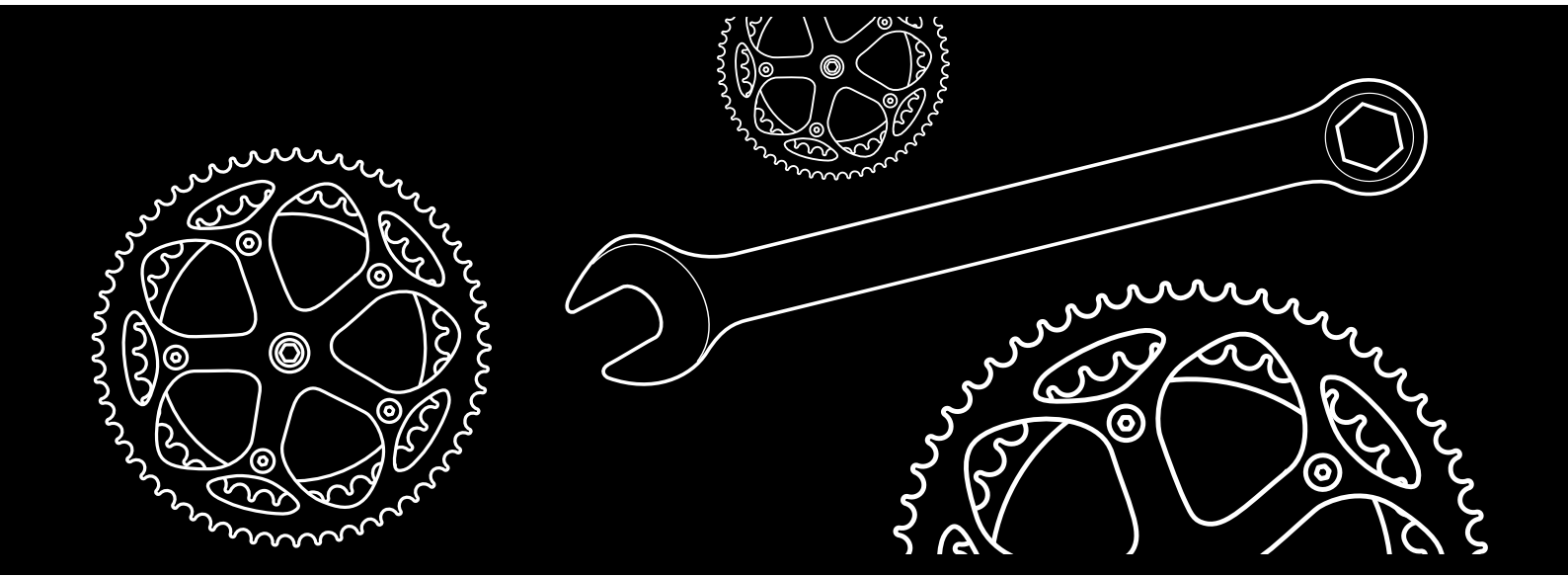
SERVICE INSTRUCTIONS



DAHON®

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Dealer Pre-delivery Checklist

This pre-delivery checklist needs to be filled out to activate the warranty.

This pre-delivery checklist is to be carried out by a qualified bicycle mechanic. If at any point the mechanic is unclear as to the requirements or process needed to carry out any checklist item, he/she should seek assistance as required.

Customer Information

Name: _____
Email: _____
Address: _____
_____

Bike Information

Model: _____
Year: _____
Serial #: _____

Dealer Information (stamp)

Name: _____
Email: _____
Address: _____
_____

Mechanic Information

Signature: _____
Name: _____
Date of check: _____

Dealer Pre-delivery Checklist

Part	Item to Check	Passed	Remarks
Frame	The frame is free from damage or defect.	☐	
	All frame joints are free from physical defect or damage.	☐	
	The main hinge(s) opens and closes freely.	☐	
	The main hinge(s) is free from all play when locked.	☐	
	The main hinge safety latch functions correctly.	☐	
	Any magnetix fold holding latches are securely tightened on both front and rear.	☐	
Brake Levers	Moves and returns freely with the brake cable seated correctly within the lever.	☐	
Brake Cables	Calipers can move freely, are free from damage, and the cable locking nut is secure.	☐	
	Any excess cable should be tied or cut to a sensible length and capped.	☐	
Brake Blocks	Are correctly positioned to make contact with the rim. Retaining nuts are secure.	☐	
Brake Calipers	Front and rear calipers are correctly centered, movement is smooth and effective in gripping the wheel rim.	☐	
Drivetrain	Pedal, cranks, chain rings, bottom bracket and derailleur(s) are securely fastened and correctly aligned.	☐	

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Part	Item to Check	Passed	Remarks
Chain	The chain is correctly tensioned between the front and rear sprockets, free from physical defects and rust.	☐	
Chain and gear selector assembly	Moves freely and correctly through the gear selections, and are correctly aligned in all gears.	☐	
Derailleur(s)/hub actuator	Cable locking nut is secure.	☐	
	Any excess cable should be tied or cut to a sensible length and capped.	☐	
Gear selection	Mechanism is securely fixed to the handlebars.	☐	
Chain guard	Is free from physical defect or damage, is correctly positioned. Retaining nuts are secure.	☐	
Handlebar and handlepost	Are free from physical defect or damage.	☐	
Handlepost, stem, handlebar	All bolts are secure and correctly tightened.	☐	
Headset	Is correctly tightened and adjusted.	☐	
Handlepost hinge	Opens and closes freely.	☐	
	Is free from all play when locked.	☐	
	Safety lock operates correctly.	☐	
Saddle and seatpost	All seat bolts, saddle bolts, and seat quick releases are correctly tightened and adjusted.	☐	
Saddle	Saddle alignment is correct (forward and level)	☐	
Seatpost	Slides freely and smoothly in the frame for folding.	☐	
	(For bikes fitted with PostPumps or suspension seatposts) Functioning and operating correctly.	☐	

Part	Item to Check	Passed	Remarks
Tires	Are free from physical damage or defect, are correctly seated in the right direction.	☐	
	Have the correct air pressure, dust caps are present on the valves.	☐	
Wheels	Wheel rims, bearings and spokes are free of physical damage or defect.	☐	
	Wheel nuts and spoke nipples are tight.	☐	
	Front and rear wheel are free from wobble or buckle, do not foul the brake blocks, mudguards, or anything else.	☐	
Wheel quick release	Are correctly installed and adjusted.	☐	
Wheel bearings	Are correctly adjusted.	☐	
Reflectors	Are both present and securely fastened to the front and rear wheels, at the front of the bike and at the rear of the bike.	☐	
Bell	Is present and securely fastened to the handlebar	☐	
Accessories	Mudguards, racks, kickstands, and supports are firmly attached to the bodywork, all supports are in place and tight.	☐	
Lights	Lights and wiring are firmly attached and functioning correctly. If a dynamo hub is fitted, check that rotation direction is correct.	☐	
Owner Manual	The correct owner manual is supplied with the bicycle.	☐	
Folding and unfolding	Support bracket functions correctly.	☐	
	Magnetix is correctly aligned.	☐	
	Bike folds completely.	☐	
	Bike stands stably when folded.	☐	
	Bike unfolds completely.	☐	

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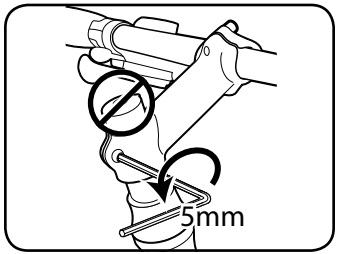
Dahon F.I.T. Stem

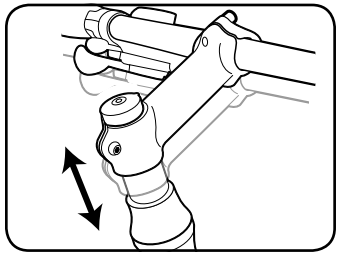
The F.I.T. system makes it easy for a rider to adjust the height of the handlebars. An integrated groove in the stem keeps the handlebars in the correct position perpendicular to the frame of the bike. Distance marks on the stem itself let the rider know to exactly what height he has adjusted his handlebars.

⚠ WARNING: If you are in any way unsure of how to make these adjustments, take your bike to a qualified bicycle technician for professional adjustment.



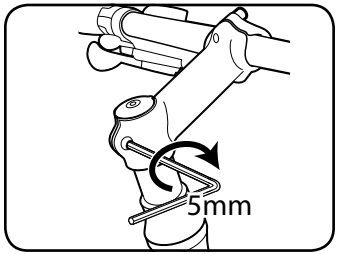
Step 1 - Loosen the bolt with a 5 mm Allen key.

⚠ WARNING: Do not loosen the top cap.



Step 2 - Adjust the stem to the desired height.

⚠ WARNING: Do not raise the stem over the stem's top cap.



Step 3 - Tighten the bolt with a 5 mm Allen key. Tighten it with a torque of 10 Nm.

Axis Stem

The newly developed Axis stem makes it easy for a rider to adjust the height and angle of the handlebars. An integrated groove in the stem keeps the handlebars in the correct position perpendicular to the frame of the bike while an adjustment joint in the middle of the stem allows for angle adjustments. Distance marks on the stem itself let the rider know to exactly what height the handlebars have been adjusted.

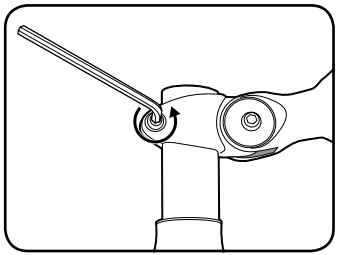
Additionally, a second groove in the stem makes it possible to take off the stem and handlebar, reposition it 90 degrees and put it back onto the handlepost. In this way, the stem and handlebar can be securely attached to the bike when it is folded and stored instead of dangling loosely from the bike.

⚠ WARNING: If you are in any way unsure of how to make these adjustments, take your bike to a qualified bicycle technician for professional adjustment.

Handlebar Height Adjustment

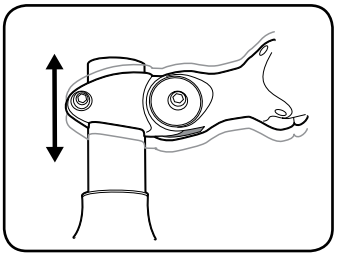
Tools Needed:

- 5 mm Allen Key



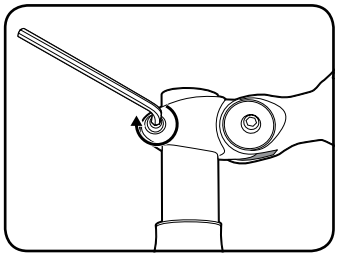
Step 1 - Loosen the height adjustment bolt at the back of the stem with a 5 mm Allen key.

WARNING: Do not loosen the top cap.



Step 2 - Adjust the stem to the desired height.

WARNING: Do not raise the stem over the stem's top cap.



Step 3 - Retighten the height adjustment bolt with a 5 mm Allen key. Tighten it to a torque of 10 Nm.

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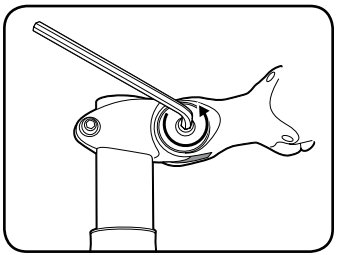
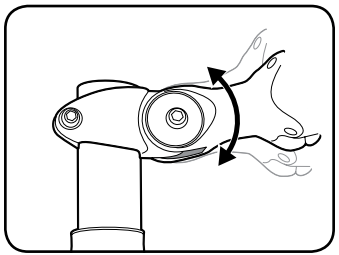
Adjust Handlebar Angle

Tools Needed:

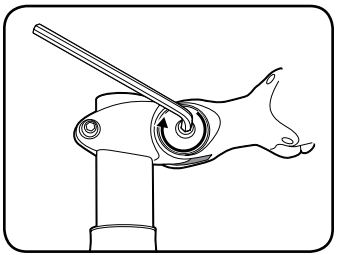
- 4 mm Allen Key
- 5 mm Allen Key



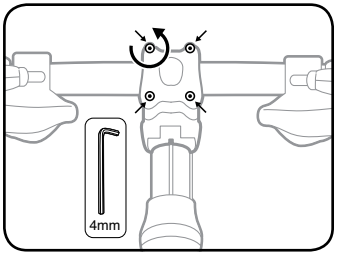
Step 1 - Loosen the angle adjustment bolt in the middle of the stem with a 5 mm Allen key.



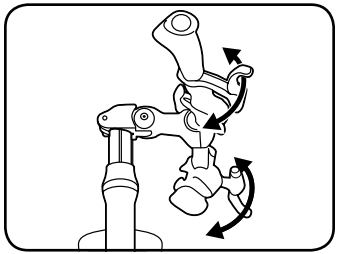
Step 2 - Adjust the stem to the desired angle.



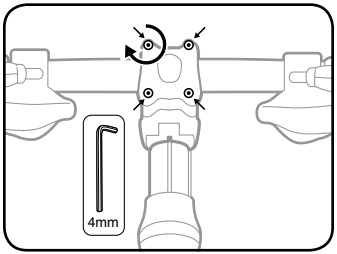
Step 3 - Retighten the angle adjustment bolt to a torque of 10 Nm.



Step 4 - Loosen (but do not remove) the plate bolts with a 4 mm Allen key until the handlebar can be rotated.



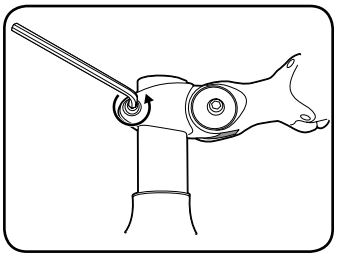
Step 5 – Adjust the handlebar to desired position. *The angle should allow your fingers to easily reach the brake levers.*



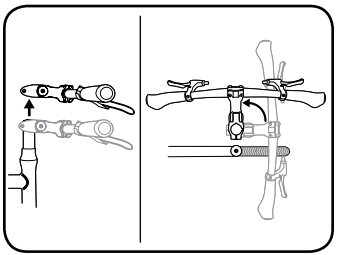
Step 6 – Tighten the plate bolts with a 4 mm Allen key. Tighten to a torque of 8 Nm.

Position Stem for Folding

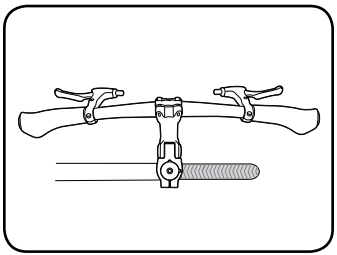
Tools Needed:
- 5 mm Allen Key



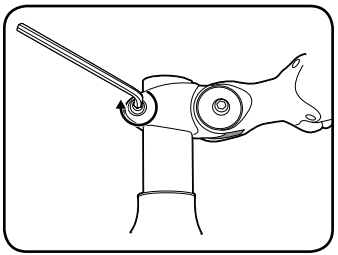
Step 1 - Loosen the height adjustment bolt at the back of the stem with a 5 mm Allen key.



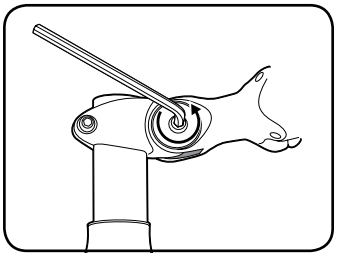
Step 2 – Lift the stem off the handlepost, turn it counter-clockwise by 90°, and put it back onto the handlepost.



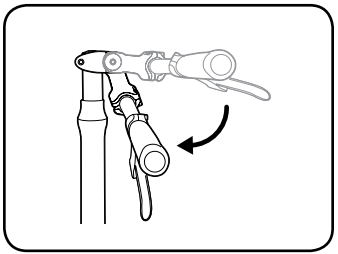
Handlebar and front wheel should now be parallel to each other.



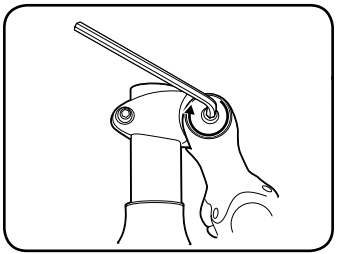
Step 3 - Retighten the height adjustment bolt at the back of the stem with a 5 mm Allen key so that the stem is secure.



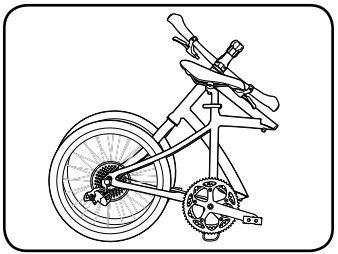
Step 4 - Loosen the angle adjustment bolt in the middle of the stem with a 5 mm Allen key**.**



Step 5 – Adjust the handlebar downwards.



Step 6 – Retighten the angle adjustment bolt so that the stem is secure.



Stem and handlebar remain securely attached to the bike when folded.

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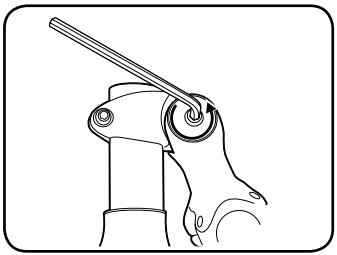
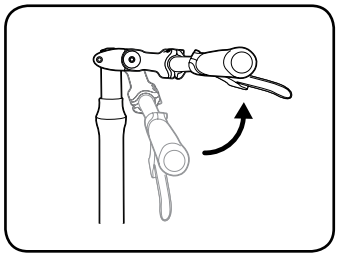
Position Stem for Unfolding

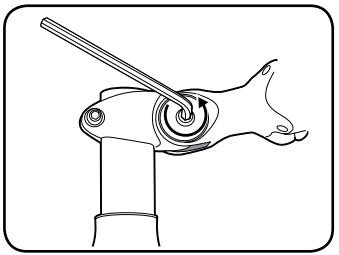
Tools Needed:
- 5 mm Allen Key



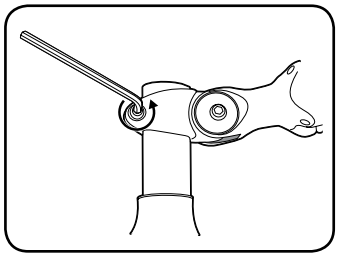
Step 1 - Loosen the angle adjustment bolt in the middle of the stem with a 5 mm Allen key.



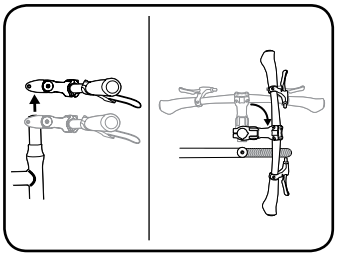
Step 2 – Adjust the handlebar upwards.



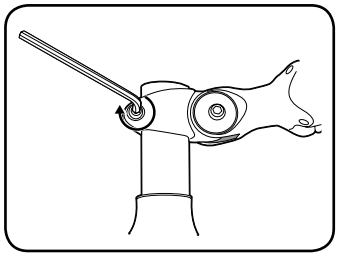
Step 3– Retighten the angle adjustment bolt. Tighten it to a torque of 10 Nm.



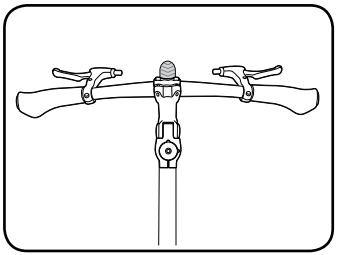
Step 4 - Loosen the height adjustment bolt at the back of the stem with a 5 mm Allen key.



Step 5 – Lift the stem off the handlepost, turn it by 90°, and put it back onto the handlepost, so that the handlebar is in the proper riding position.



Step 6 - Retighten the height adjustment bolt at the back of the stem with a 5 mm Allen key. Tighten it to a torque of 10 Nm..



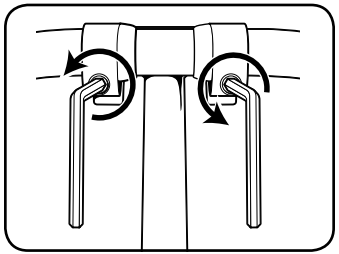
Handlebar and front wheel should now be perpendicular to each other.

VRO Stem

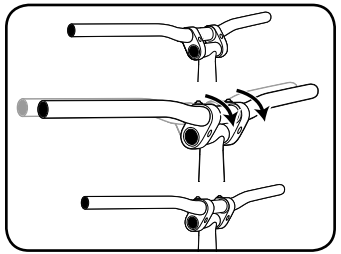
With the VRO clamp the handlebar can be easily adjusted to fit the rider's height or desired riding position by moving it forwards, backwards, up and down. The following instructions explain how to adjust the VRO clamp.

WARNING: If you are in any way unsure of how to make these adjustments, take your bike to a qualified bicycle technician for professional adjustment.

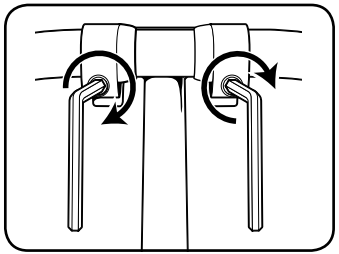
NOTE: Make sure that the angle of the handlebar allows you easy access to the brake levers.



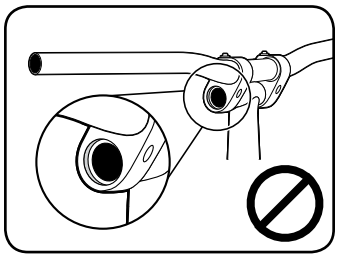
Step 1 - Loosen the bolts of the VRO clamps with a 5 mm Allen key.

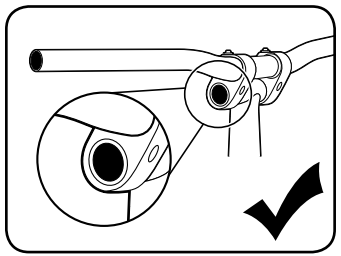


Step 2 - Adjust the height and position of the handlebar to achieve your preferred riding position. Move the VRO clamp within the "window of adjustment" - front, backwards, up, and down.



Step 3 - After establishing the desired position, tighten the bolts of the VRO clamps with a torque of 10 Nm.





WARNING: Make sure that the outside faces of the clamps are aligned to the stem mount T-bar.

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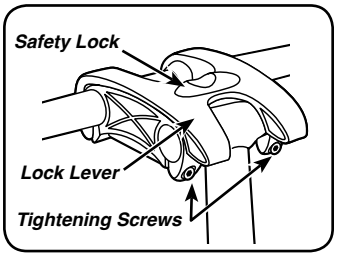
Andros Stem

The newly developed Andros stem allows the handlebar to be easily adjusted in seconds without the use of tools to fit a rider's height or desired riding position. With the stem, the handlebar can also be placed in a flat position when folding the bike.

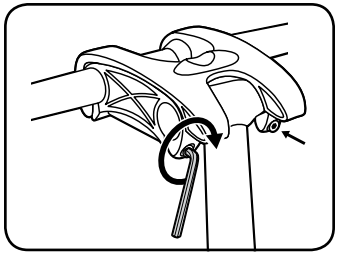
Andros Stem Adjustment

Tools Needed:

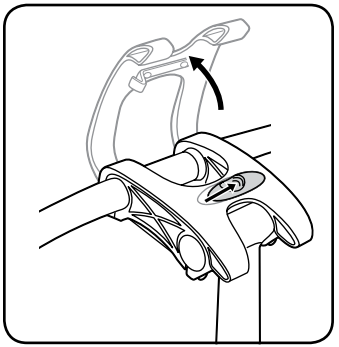
- 5 mm Allen Key



Overview

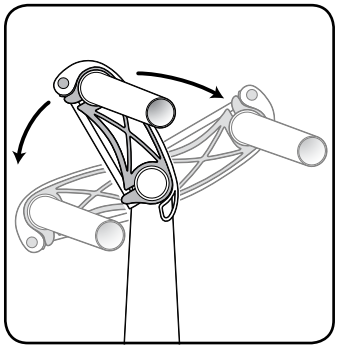


⚠ Make sure that the tightening screws are first tightened with a 5 mm Allen key to a torque of 7.5 Nm before you start adjusting the stem. The screws are tightened by turning them clockwise when facing them head-on.



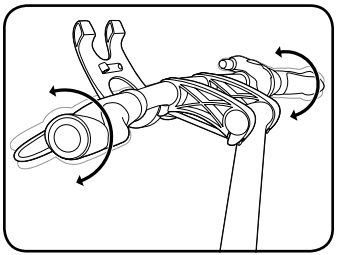
Step 1 - Open the safety lock on top of the Andros stem by sliding it to the right when facing the stem from behind.

NOTE: You have to push down on the lock lever slightly when you open the safety lock.

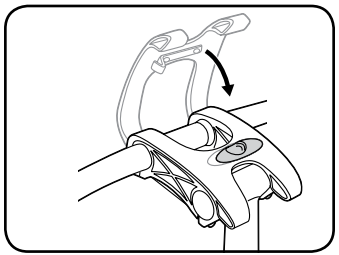


Step 2 - Adjust the height and position of the Andros stem to your preferred riding position by rotating it within its "window of adjustment".

Andros Stem Adjustment (continued)



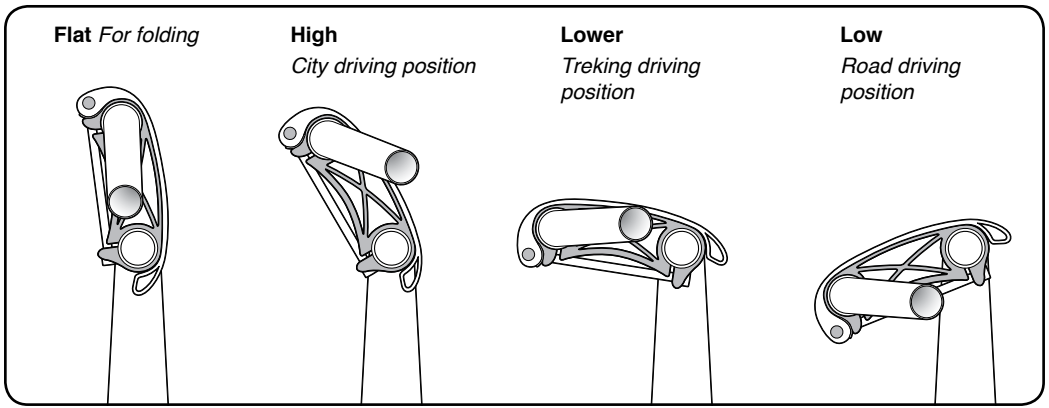
Step 4 - While establishing the desired position, make sure that the handlebar is readjusted to the right position. The angle of the handlebar should allow your fingers to easily reach the brake levers.



Step 5 – After the handlebar has been placed in the desired position, close the lock lever until the safety lock closes with an audible “click”.

NOTE: Make sure that the angle of the handlebar allows easy access to the brake levers.
NOTE: Make sure that the safety lock is closed when you cycle.
NOTE: Regularly apply grease to the joints to avoid rust.
WARNING: Make sure that the tightening screws are tightened to a torque of 7.5 Nm before you start cycling.

You can adjust the height and position of the Andros stem to achieve your preferred riding position. Move the Andros stem within the “window of adjustment”. Some suggested riding positions:



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Handlepost Hinge

The latch of the handlepost hinge on Dahon folding bikes should be checked before each ride to make sure that it closes tightly to secure the handlepost. A closed handlepost hinge with a properly adjusted and secured latch should have little to no side-to-side movement. Inspect the handlepost periodically to ensure that it is properly adjusted.

CAUTION: Do NOT cycle with a loose handlepost hinge.

To check if the latch needs to be adjusted, close the handlepost hinge and then close the hinge latch. If the latch is loose after closing or if too much force is required to close it, then the latch needs to be adjusted.

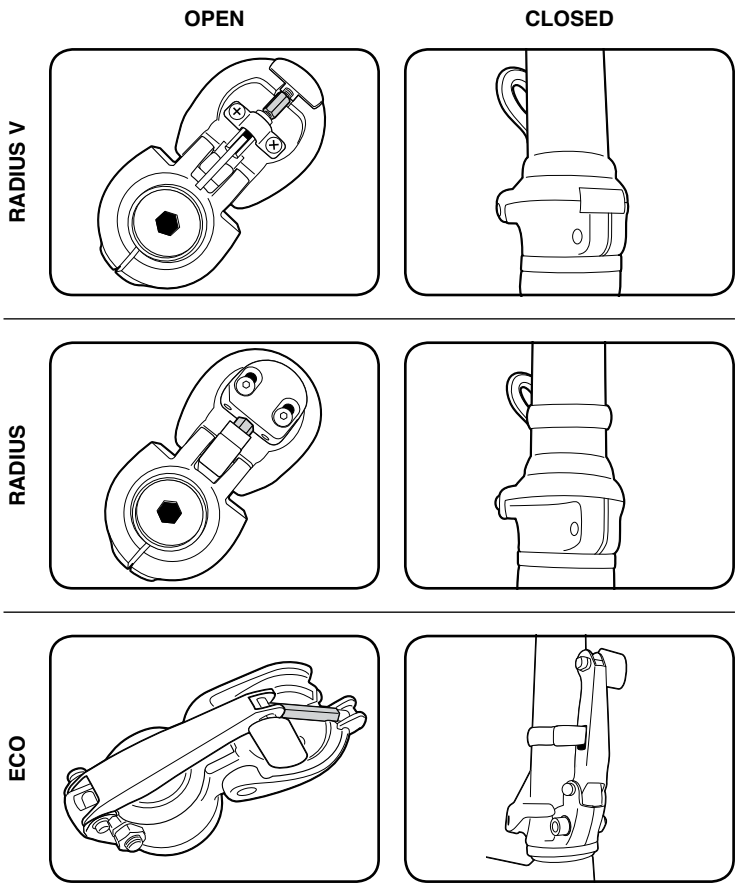
WARNING: If you are in any way unsure of how to make these adjustments, take your bike to a qualified bicycle technician for professional adjustment.

Different versions of the handlepost hinge can be found on Dahon bikes. They look slightly different, but the adjustment of the hinge latch is basically the same for both versions. Please check the handlepost hinge to find out which hinge version is used and follow the appropriate instructions for adjusting the latch.

NOTE: For details about how to open the hinge, please refer to the included “folding instructions”.

These instructions are only for the adjustment of the hinge itself. Regarding the adjustment of the headset, please refer to the “headset instructions”.

The Different Handlepost Hinges



Adjusting the Handlepost Hinges

NOTE: Adjust in small (1/16) turn increments to avoid over tightening or over loosening the hinge.

LOOSEN: Turn the latch bolt as indicated by the arrow.

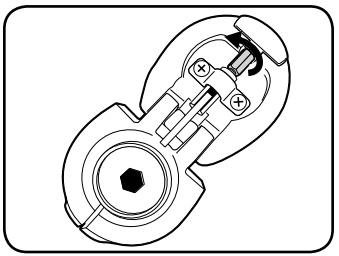
TIGHTEN: Turn the latch bolt as indicated by the arrow.

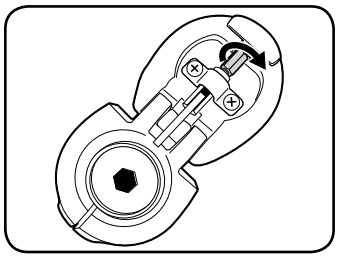
RADIUS V

The Radius V can be adjusted (tightened or loosened) with a 6 mm wrench. An adjustable wrench or small pliers can be used if a 6 mm wrench is unavailable.

Adjust the latch bolt until the latch opens and closes with 29~49 N of force.

⚠ WARNING: If the hinge is over tightened the tension can cause damage to the hinge.



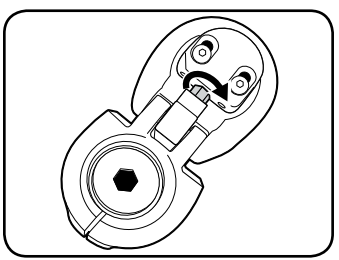


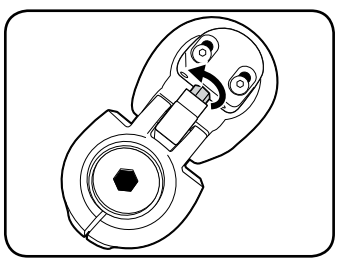
RADIUS

The Radius hinge can be adjusted (tightened or loosened) with an 8 mm wrench. An adjustable wrench or small pliers can be used if an 8 mm wrench is unavailable.

Adjust the latch bolt until the latch opens and closes with 29~49 N of force.

⚠ WARNING: If the hinge is over tightened the tension can cause damage to the hinge.



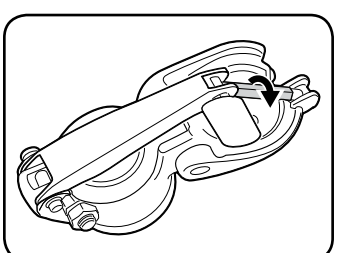


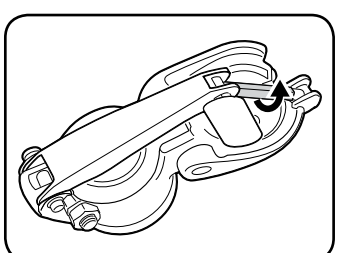
ECO

The Eco Handlepost Hinge can be adjusted (tightened or loosened) with a 6 mm wrench. An adjustable wrench or small pliers can be used if a 6 mm wrench is unavailable

Adjust the latch bolt until the latch opens and closes with 29~49 N of force.

⚠ WARNING: If the hinge is over tightened the tension can cause damage to the hinge.





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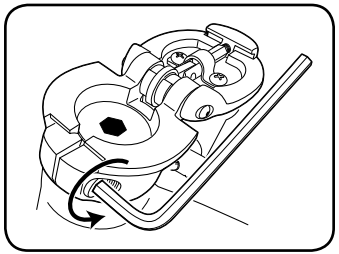
Headset

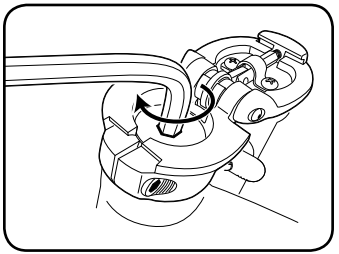
Your headset should be checked periodically. If there is play or looseness in the fork or handlepost, the headset may need to be adjusted. A properly adjusted headset eliminates play or looseness while allowing the handlebars to be turned easily. The following instructions explain how to adjust the headset.

⚠ WARNING: If you are in any way unsure of how to make these adjustments, take your bike to a qualified bicycle technician for professional adjustment.

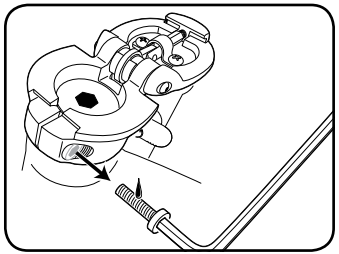
⚠ WARNING: Failure to appropriately tighten the headset can lead to damage to the bicycle or injury to the rider.



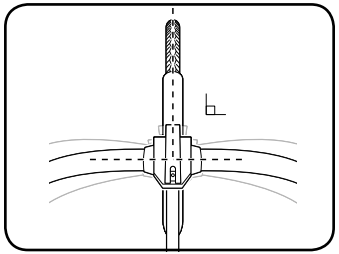
Step 1 - First open the handlepost clamp. Loosen the clamp screw with a 6 mm Allen key by turning it counter-clockwise as indicated by the arrow.



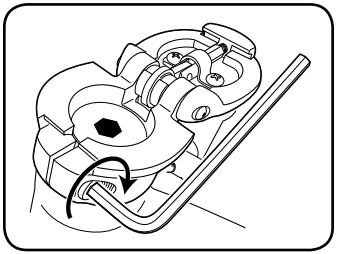
Step 2 - Tighten the headset screw with a 10 mm Allen key. Turn the headset screw clockwise as indicated by the arrow. Tighten the screw with a torque of 6.8~11.3 Nm.



Step 3 - Occasionally apply some Loctite 222 (Loctite 242 is also acceptable) to the clamp screw. In this case take out the clamp screw and place a small drop of Loctite 222 (or Loctite 242) on the threads of this screw. Then replace the clamp screw.



Step 4 - After the adjustment and before you tighten the clamp screw again please check again to make sure that the handlepost and handlebar are in correct alignment, and that they are perpendicular to the front wheel as shown in the picture above.



Step 5 - Tighten the clamp screw by turning it clockwise as indicated by the arrow. Tighten the screw with a torque of 11.3 Nm.

Frame Latch

The frame hinge is the most important part of a folding bicycle. Care should be taken to check that the hinge is adjusted correctly before each ride.

Your frame hinge will need periodic adjustment. If there is play or looseness in the frame it may need to be adjusted. A properly adjusted hinge eliminates play or looseness and a correctly tightened hinge will close with a strong seal, and the frame will feel solid.

⚠ WARNING: If you are in any way unsure of how to make these adjustments yourself, take your bike to a qualified technician for professional adjustment.

⚠ WARNING: Failure to appropriately tighten the frame latch can lead to damage to the bicycle or injury to the rider. Do NOT cycle with a loose frame hinge.

Dahon uses a variety of frame hinges on its bikes. Please check your bike to see which of the following instructions is applicable.

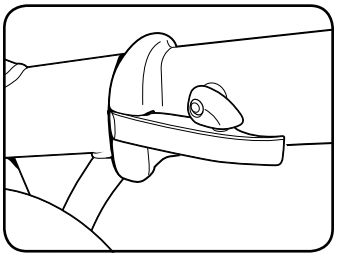
The ViseGrip™ Hinge (also applies to the Eco frame's hinge)

Use a 6mm wrench (if you do not have the right sized wrench you can also use an adjustable wrench or small pliers) to tighten or loosen the hinge.

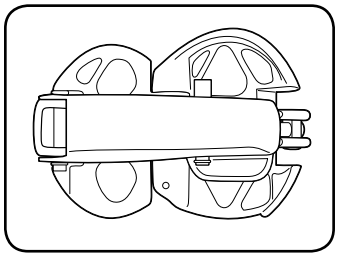
Adjust the hinge bolt so that the hinge opens and closes with the correct amount of force which is 49~59 N for aluminum frames and 29~59 N for steel frames.

NOTE: Adjust in 1/16-turn increments only, otherwise you will quickly over-tighten or over-loosen the hinge.

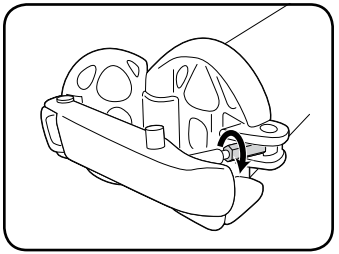
Tools Needed:
- 10 mm wrench
- 6 mm Allen key



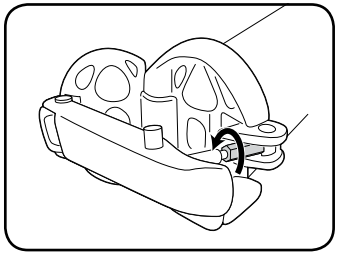
FRAME HINGE CLOSED



FRAME HINGE OPEN



TIGHTEN: Turn the hinge latch bolt downwards (facing the hinge head on) as indicated by the arrow.



LOOSEN: Turn the hinge latch bolt upwards (facing the hinge head on) as indicated by the arrow.

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The V-Clamp Hinge

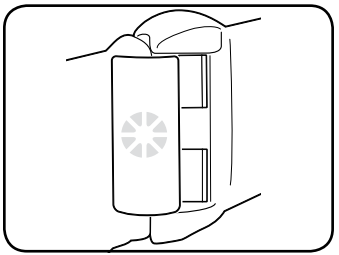
There are a several versions of the V-Clamp. Instructions on adjusting the V-Clamp are provided below. Please check your bike to determine which V-Clamp version is used and apply the appropriate instructions. See the different versions below, and how to differentiate them.

Adjust the hinge bolt so that the hinge opens and closes with the correct amount of force, which is 39~88 N.

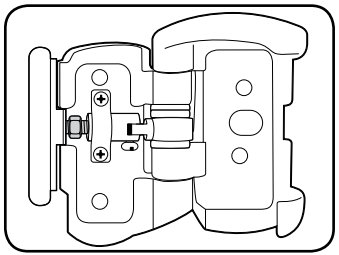
NOTE: Adjust in 1/16-turn increments only, otherwise you will quickly over-tighten or over-loosen the V-Clamp hinge.

WARNING: If the hinge is over tightened the tension can cause damage to the frame.

VERSION A

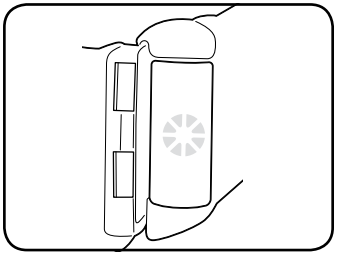


Hinge clamp on the frame's back half.

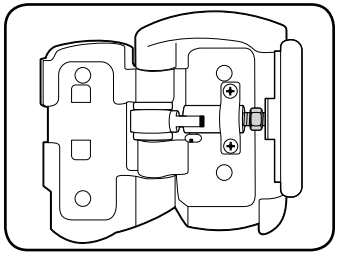


Open the hinge to adjust it.
Use an 8 mm wrench to adjust.

VERSION B

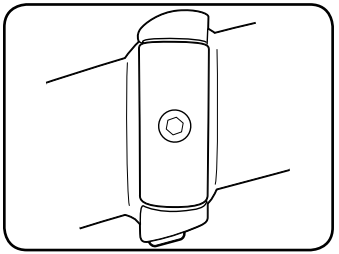


Hinge clamp on the frame's front half.

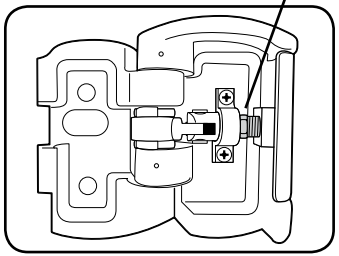


Open the hinge to adjust itttt.
Use an 8 mm wrench to adjust.

VERSION C



Hinge clamp on the frame's front half. The adjustment nut is on the outside. A 6 mm Allen key is needed to adjust it.



Open the hinge before adjusting it. The lock nut needs to be loosened with a 10 mm wrench.

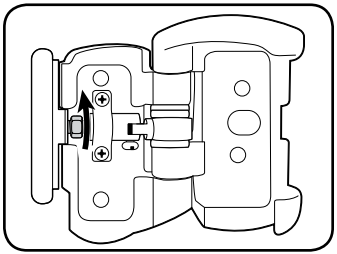
Adjust the hinge bolt so that the hinge opens and closes with the correct amount of force which is 39~88 N.

NOTE: Adjust in 1/16-turn increments only, otherwise you will quickly over-tighten or over-loosen the V-Clamp hinge.

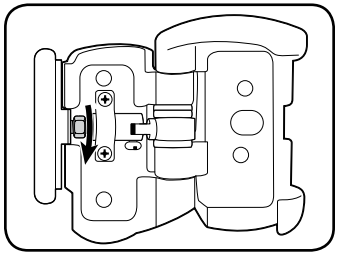
WARNING: If the hinge is over tightened the tension can cause damage to the frame.

***TOOLS NEEDED:** 8 mm wrench

VERSION A*

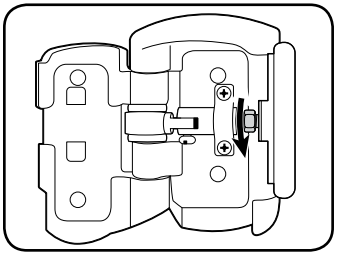


TIGHTEN: Turn the hinge clamp bolt counter- clockwise as indicated by the arrow (facing the hinge turn the screw **upwards**).

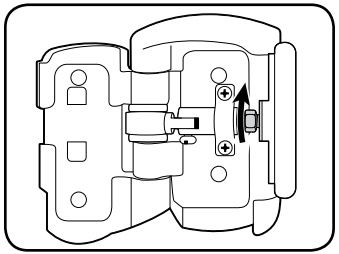


LOOSEN: Turn the hinge clamp bolt clockwise as indicated by the arrow (facing the hinge turn the screw **downwards**).

VERSION B*



TIGHTEN: Turn the hinge clamp bolt counter- clockwise as indicated by the arrow (facing the hinge turn the screw **downwards**).



LOOSEN: Turn the hinge clamp bolt clockwise as indicated by the arrow (facing the hinge turn the screw **upwards**).

* Use an 8 mm wrench (you can also use an adjustable wrench or small pliers) to adjust the hinge.

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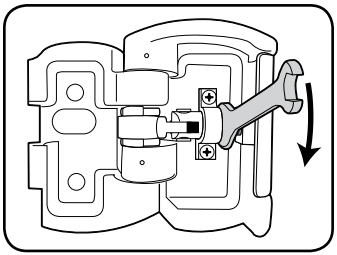
Adjust the hinge bolt so that the hinge opens and closes with the correct amount of force which is 39~88 N.

NOTE: Adjust in 1/16-turn increments only, otherwise you will quickly over-tighten or over-loosen the V-Clamp hinge.

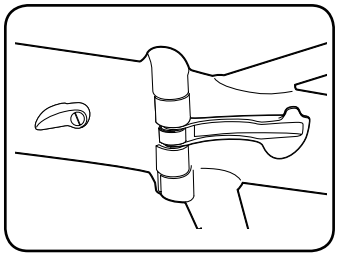
WARNING: If the hinge is over tightened the tension can cause damage to the frame.

***TOOLS NEEDED:** 10 mm wrench, 6 mm Allen key

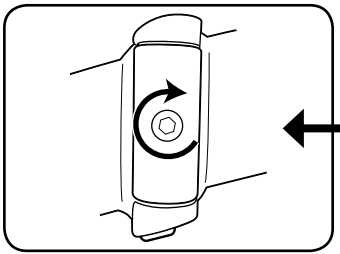
VERSION C*



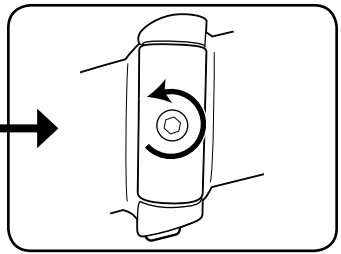
Step 1 - Loosen the Lock Nut: Use a 10 mm wrench. Turn the wrench as indicated by the arrow.



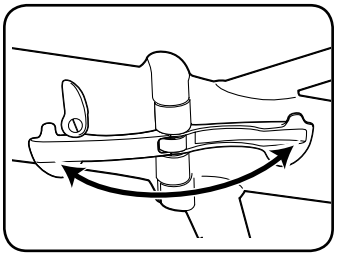
Step 2 - Close the hinge, but do not close the latch.



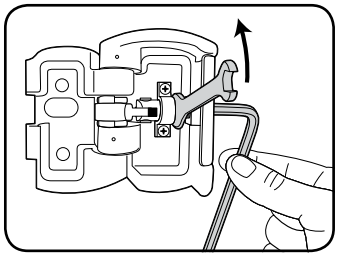
Step 3 - To tighten the hinge clamp, use a 6 mm Allen Key. Turn the adjustment nut clockwise as indicated by the arrow.



Step 3 - To loosen the hinge clamp, use a 6 mm Allen Key. Turn the adjustment nut counter-clockwise as indicated by the arrow.



Check the tightness of the clamp by opening and closing the hinge latch.



Step 4 - Tighten the Lock Nut: After adjusting the hinge, use a 10 mm wrench to tighten the lock nut again. Turn the wrench as indicated by the arrow.

NOTE: Hold the adjustment nut tight with an Allen key, while tightening the lock nut.

LockJaw Hinge

Bikes equipped with the LockJaw hinge look just like a regular bike – you have to get up close and look really hard to see where the bike folds. To ensure safe and trouble free usage of the LockJaw hinge and your bike, please read the following instructions carefully.

⚠ WARNING: If you are in any way unsure of how to make these adjustments yourself, take your bike to a qualified technician for professional adjustment.

The LockJaw hinge (one located on the top tube and one on the down tube) has three components with each fulfilling a different function.

- OC Bolt – opens and closes the LockJaw hinge. It is secured by a special Safety Screw (Version B only).
- Adjustment Bolt – adjusts the tightness of the LockJaw mechanism.
- Pivot Bolt – the actual hinge axle around which the two halves of the frame rotates. The pivot bolt can be adjusted to tighten or loosen the hinge.

⚠ WARNING: ONLY open the LockJaw hinge with the OC bolt.

⚠ WARNING: As a general rule, the pivot bolt will not need any user adjustment. Do NOT try to open the LockJaw hinge with the pivot bolt. ONLY adjust the tightness of the LockJaw hinge with the adjustment bolt.

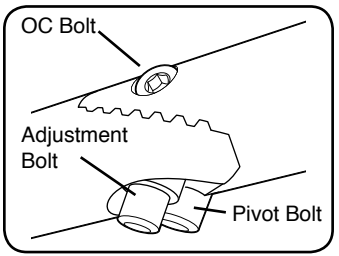
Tools Needed:
- 6 mm Allen key
- 2.5 mm Allen key
- 2 mm Allen key

Overview

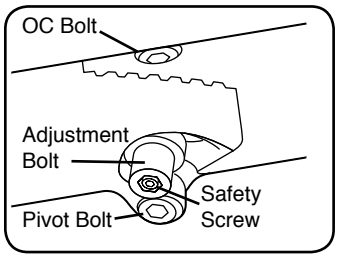
There are two versions of the LockJaw. Please check your bike to determine which LockJaw version is used and apply the appropriate instructions.

For Version B the Adjustment Bolt contains an additional safety screw (inside the Adjustment Bolt. See the different versions below.

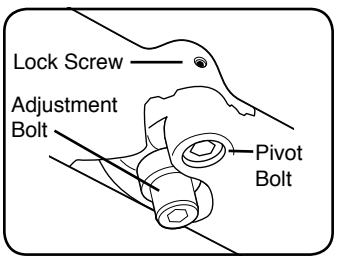
Version A

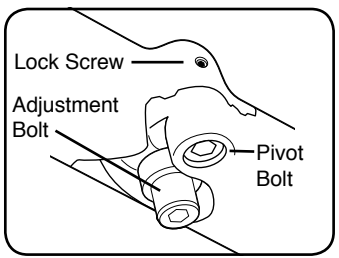


Version B



The Lock Screw and the Pivot Bolt are the same for both versions.





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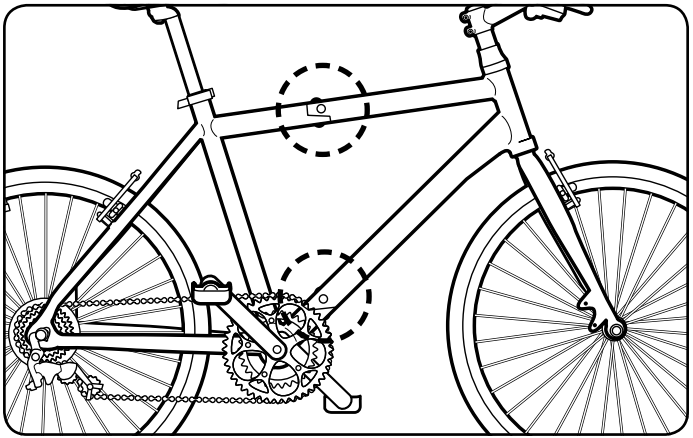
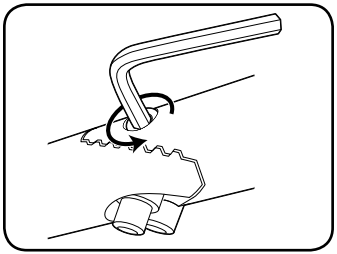
Open/Close the LockJaw Hinge

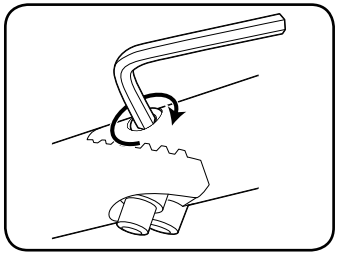
Use a 6 mm Allen key.

For instructions on how to fold a LockJaw equipped bike, please refer to the included folding instructions.





To unlock the LockJaw hinge, turn the OC bolt counter-clockwise by 180º.



To lock the LockJaw hinge, close the hinge and turn the OC bolt clockwise by 180º. If the adjustment bolt is properly adjusted, you should feel a slight “click” and the teeth of the LockJaw hinge will draw together.

Adjust the Tightness of the LockJaw (The Adjustment Bolt)

The LockJaw is exceptionally stiff and stable, but will require period inspection and adjustment to ensure that it is properly tensioned. Adjust the LockJaw according to the following instructions.

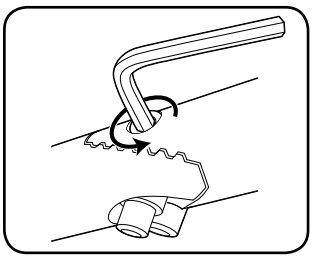
Version A

Tools Needed: 6 mm Allen key

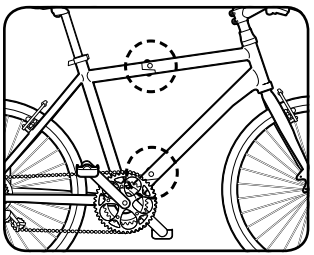
NOTE: Only turn the adjustment bolt in small increments (e.g. a 1/8 turn) each time otherwise you might over tighten or over loosen it.

Do not over tighten the adjustment bolt. Over tightening the adjustment bolt will cause damage to the meshing mechanism, which will eventually affect the functionality of the LockJaw and your safety.

Do not over loosen the adjustment bolt. If it is too loose, the LockJaw hinge will not close tightly, which will result in a loose joint.

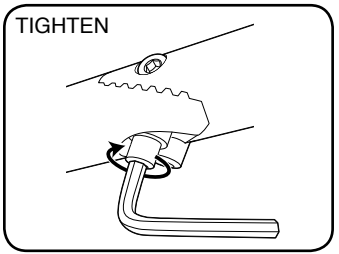


First open the OC Bolt
(turn 180º counter-clockwise)

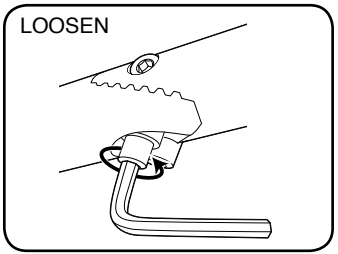


But DO NOT open the frame

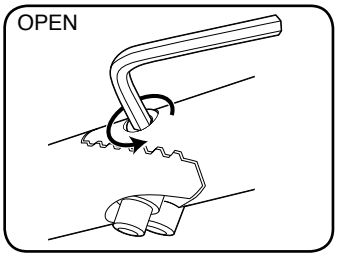
Adjust the Adjustment Bolt while the frame is closed.

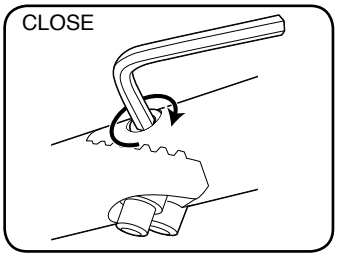


To tighten the adjustment bolt, turn it as indicated by the arrow (clockwise when looking at the bolt head-on)



To loosen the adjustment bolt, turn it as indicated by the arrow (counter-clockwise when looking at the bolt head-on)





To check the correct tightness of the LockJaw close and open the OC bolt. When the OC bolt closes with a “click” at the end, the tightness is just right.

Once you have achieved the correct tightness, close the LockJaw by turning the OC bolt 180º counter-clockwise.

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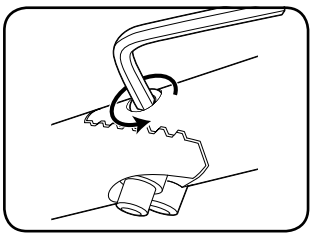
Version B

Tools Needed: • 6 mm Allen key • 2.5 mm Allen key

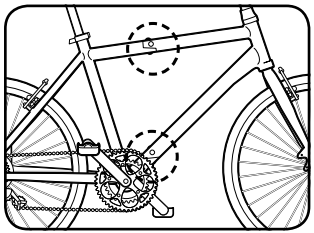
NOTE: Only turn the adjustment bolt in small increments (e.g. a 1/8 turn) each time otherwise you might over tighten or over loosen it.

Do not over tighten the adjustment bolt. Over tightening the adjustment bolt will cause damage to the meshing mechanism, which will eventually affect the functionality of the LockJaw and your safety.

Do not over loosen the adjustment bolt. If it is too loose, the LockJaw hinge will not close tightly, which will result in a loose joint.

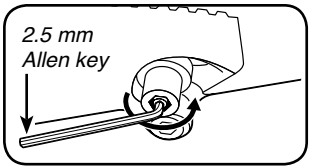


First open the OC Bolt
(turn 180º counter-clockwise)

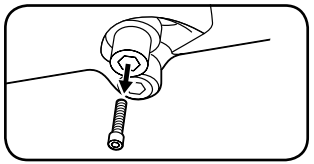


But DO NOT open the frame

NOTE: Before you can adjust the adjustment bolt, you must loosen and remove the safety screw first.

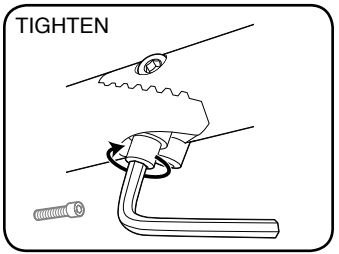


Loosen the safety screw by turning it counter-clockwise

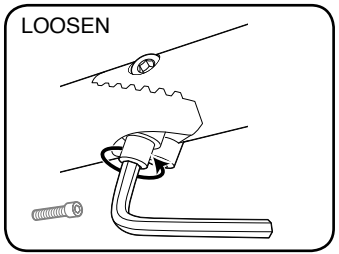


Then remove the safety screw

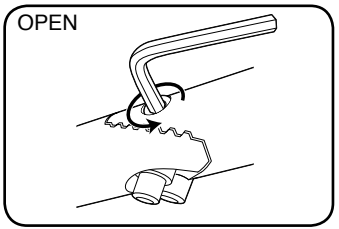
Adjust the Adjustment Bolt while the frame is closed.

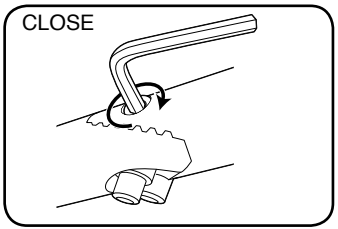


To tighten the adjustment bolt, turn it as indicated by the arrow (clockwise when looking at the bolt head-on)



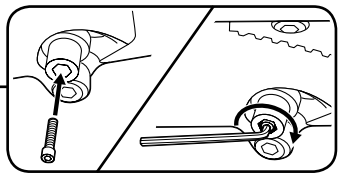
To loosen the adjustment bolt, turn it as indicated by the arrow (counter-clockwise when looking at the bolt head-on)





To check the correct tightness of the LockJaw close and open the OC bolt. When the OC bolt closes with a “click” at the end, the tightness is just right.

Once you have achieved the correct tightness, insert and tighten the safety screw.



The Pivot Bolt

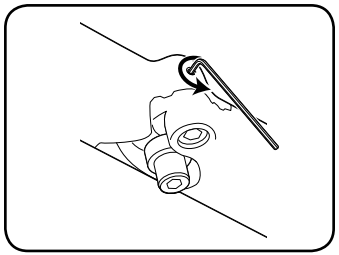
⚠ WARNING: Under normal use, the pivot bolt should not need adjustment. If the pivot bolt needs adjustment please have it serviced by a certified bicycle technician.

When the LockJaw is unlocked, the frame can rotate around the pivot bolt. Follow the following instructions to adjust (loosen/tighten) the pivot bolt. Sometimes it might be difficult to rotate the frame because the pivot bolt is too tight (one reason for this is that you may have accidently affected the tightness of the pivot bolt while you were adjusting the adjustment bolt).

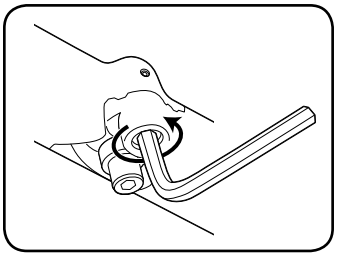
A 2 mm Allen key and a 6 mm Allen key are needed to adjust the pivot bolt.

The pivot bolt and its lock screw are on the bike's non-chain side.

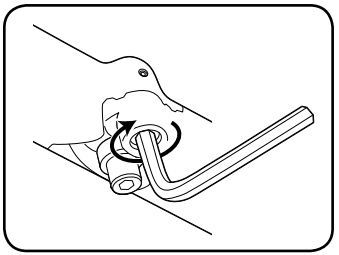
NOTE: Only turn the pivot bolt in small increments (e.g. a 1/8 turn) each time otherwise you might over tighten or over loosen it.



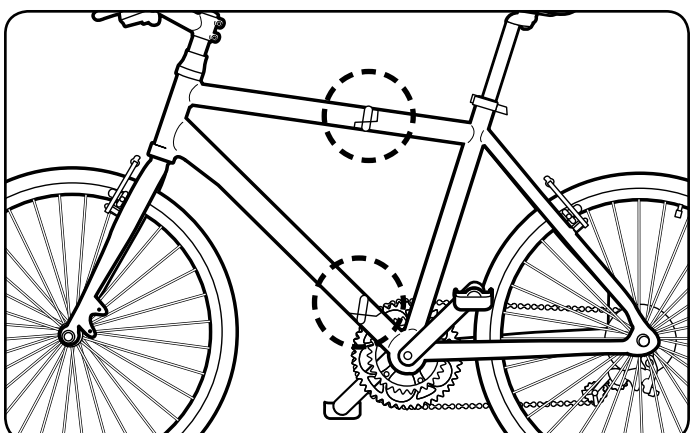
Step 1 - Open the lock screw with a 2 mm Allen key.

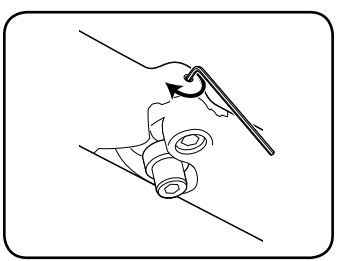


Step 2 (Loosen) - Turn the pivot bolt counter-clockwise to loosen it as indicated by the arrow (6 mm Allen key).



Step 2 (Tighten) - Turn the pivot bolt clockwise to tighten it as indicated by the arrow (6 mm Allen key).





Step 3 - When you are finished close the lock screw with a torque of 1 Nm.

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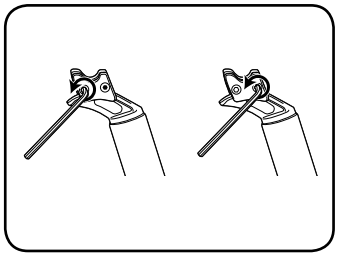
Kore I-Beam Saddle

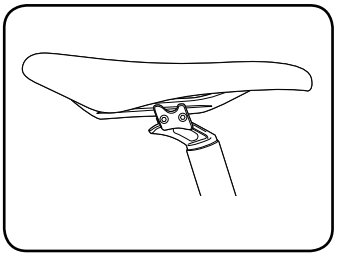
The Kore I-beam saddle is a revolutionary new saddle system that cuts down dramatically on weight, while at the same time allowing the maximum in saddle adjustability to the rider. The saddle can be moved forward and backward on the rail, while the tilt can be adjusted up or down as well.

Tools Needed:
• 4 mm Allen Key

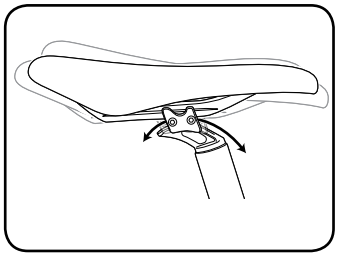
⚠ WARNING: If you are in any way unsure of how to make these adjustments, take your bike to a qualified bicycle technician for professional adjustment.



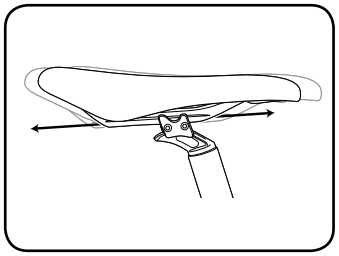
Step 1 - Loosen the Kore I-Beam seat rail clamp with a 4mm Allen wrench.



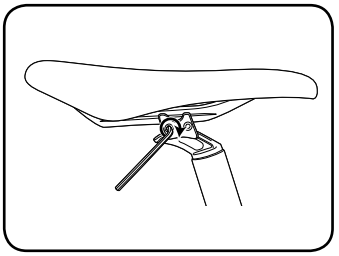
Step 2 - Fit the saddle onto the rails.



Step 3 - Adjust the tilt of the saddle.



Step 4 - Adjust the fore and aft position.



Step 5 - Tighten the pre-greased bolts to 85 in/lbs or 9.5 NM.

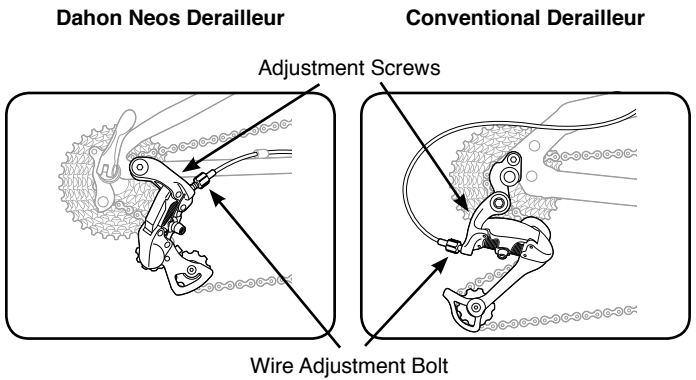
Dahon Neos Derailleur

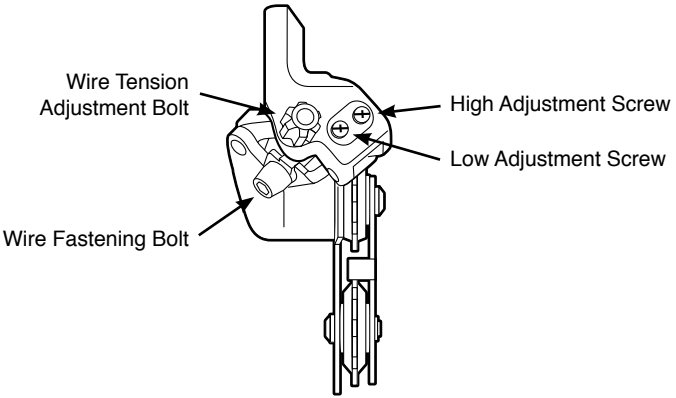
The original low-profile Dahon Neos derailleur is specially designed for small wheels. The Neos allows for twice as much ground clearance than a conventional derailleur and the cache technology means that the derailleur body lies flush underneath the chain stays. In this way the derailleur body only projects 12 mm from the chain stays and is much more protected than a derailleur which protrudes by up to 40 mm. And the new Neos 2.0 is the next evolutionary step with upgraded materials and reduced weight.

⚠ WARNING: If you are in any way unsure of how to make these adjustments yourself, take your bike to a qualified technician for professional adjustment.

Due to its special design the Dahon Neos derailleur's position differs from that of a conventional derailleur. Compared to a conventional derailleur it is aligned in the opposite direction, i.e. the adjustment screws and the wire adjustment bolt are facing forward.

But nevertheless, you can adjust it like any other derailleur. Please follow the instructions below.





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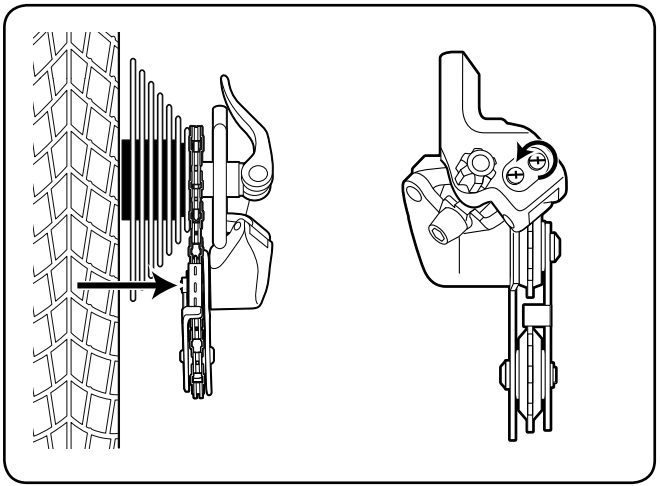
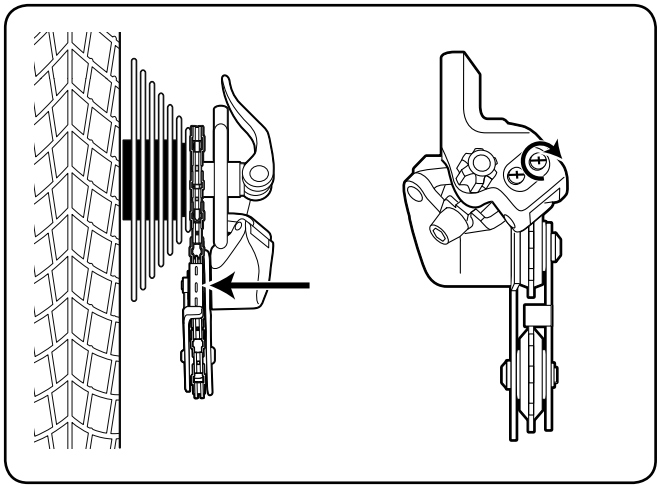
High Adjustment

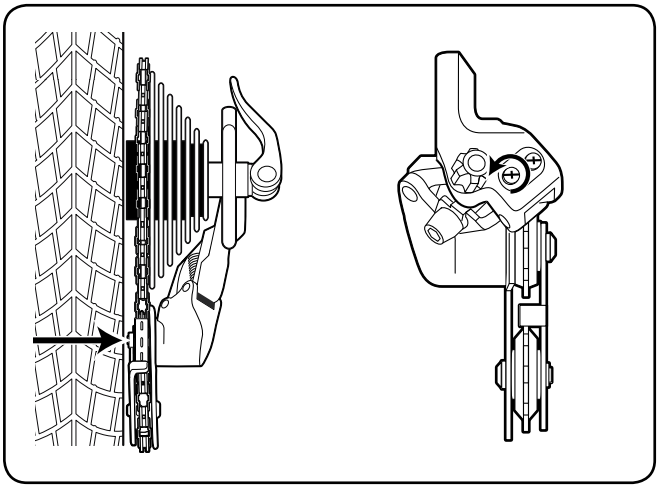
Turn the top adjustment screw to adjust so that the guide pulley is below the outer line of the smallest sprocket when looking from the rear.

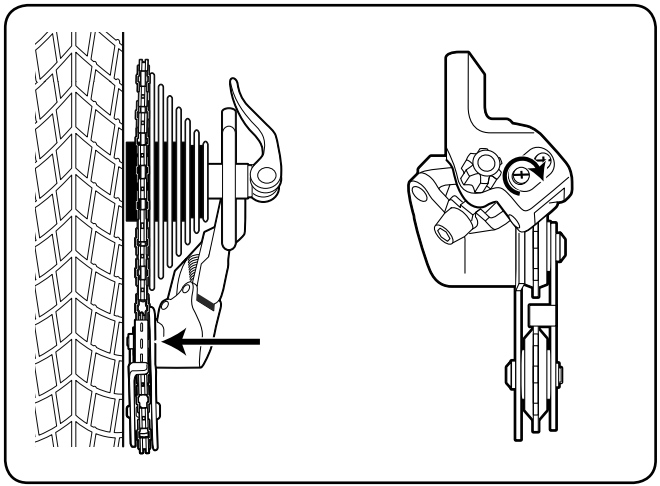




Low Adjustment

Turn the low adjustment screw so that the guide pulley moves to a position directly in line with the largest sprocket.





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Index Shifting Adjustment

Use the shifter while turning the crank arm to move the derailleur to the largest sprocket. Then operate shifter once to move the derailleur to the 2nd-gear sprocket. After this operate the shifter just as far as the extent of play, and then turn the crank arm.

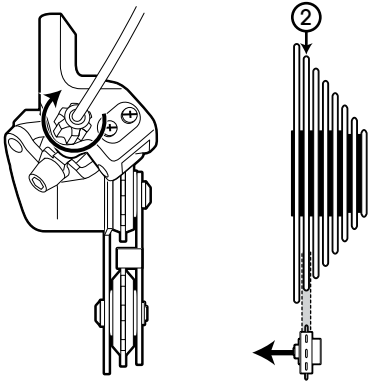
Best Setting

The best setting is when the cable adjustment bolt is tightened (turned clockwise) until noise occurs without the shifter being operated, and then loosened (turned counterclockwise) 360 degrees from that point.

Operate shifter to change gears, and check that no noise occurs in any of the gear positions.

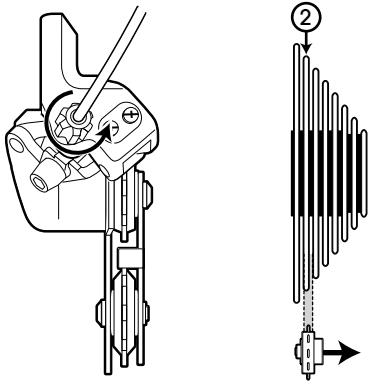
When changing to the 3rd gear sprocket.

Turn the cable adjustment bolt clockwise to tighten it until the chain returns to the 2nd sprocket.



If shifting to 2nd is not possible, or shifting to 2nd occurs but noise of the chain contacting the largest sprocket is heard.

Change to 2nd and turn the screw counterclockwise until no noise is heard.



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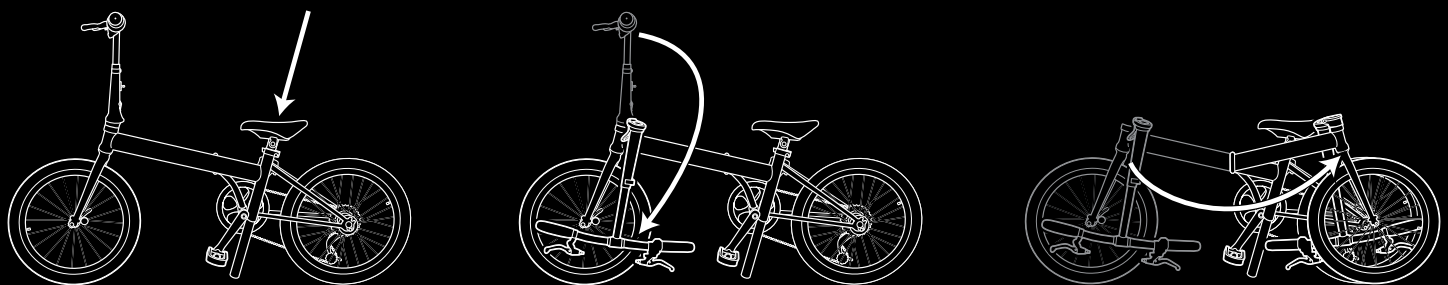

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